

~~UNCLASSIFIED~~ ~~SECRET~~

SUPPORTING DOCUMENT #3

MISSION NARRATIVE 1-3-6 12 Jan 70

(S) Original notification of a "first light" SAR came at 0400 Local. Four Jolly Green (JG) crews were generated. Bravo Low, JG 15 was primary, Bravo High, JG 25 was secondary. Alpha Low, JG 42 and Alpha High, JG 07 were designated back-up aircraft and were directed to go to the scene. All four aircraft tookoff at 0530 Local and orbited VFR on top, 3 miles east of Channel 77 until Spads 01 and 02 arrived. All six aircraft departed Channel 77 at 0600 Local. JG 42 had to RTB at 0615 Local, due to transmission problems. He was escorted back by Spad 02. Spad 01, JG 15, JG 25, and JG 07 arrived in the target area at 0715 Local. Covey FAC 215, and Spads 11 and 12 were on the scene. Spad 11 was On-Scene-Commander. The JG's were put in a high orbit at 8000 feet east of a point 080 degrees for 6 miles from Channel 72, where the survivor was located. Spad 11 had voice contact with the survivor and was able to spot his chute. The survivor said he had heard voices during the night but reported no ground fire and that he would need the aid of a Rescue Specialist. The survivor was beneath a 70 foot canopy with no distinguishable landmarks near him. The only reference was his chute which was partly hidden and visible only when directly overhead. JG's 15 and 25 were directed into a low orbit while Spads 11, 12, 01, and 02 did a precautionary sterilization of the area. The survivor was directed to GCA the Jolly Green 15 to the best of his ability. Spad 11 also gave directions. On the first pass at tree top level, JG 15 passed to the east of the survivor. The survivor said he could hear but not see JG 15. On the second pass the FE spotted the chute, but not the survivor. The penetrator was lowered next to the chute as the survivor said he was in sight of his chute and could make it to the penetrator. Once JG 15 was in position, radio contact was lost with the survivor. This complicated the situation, as it was almost impossible to see the survivor, due to the canopy and the sun angle. This made it very dark on the ground. Finally it was ascertained that the survivor was safely on the penetrator and he was brought aboard at 0805 Local. JG's 15, 25 and 07 then RTB'd to Channel 77, refueling with King 3 enroute. Spad 01, 02, 11 and 12 provided escort. The survivor was taken to NSA Hospital, as he was badly bruised and cut.

(U) The survivor was Captain Laurence C. Johnson, 21 TAS, Naha (TDY to Ubon)

(U) Crews Involved:

JOLLY GREEN 15

AC	Capt	George M. Hittle
CP	Capt	Charles C. Adams
FE	Sgt	Robert J.P. Laframboise
RS	SSgt	Curt W. Phythian
RS	TSgt	Donald G. Smith

JOLLY GREEN 25

AC	Capt	Eric K. Lindberg
CP	Capt	Leonard A. Seagren
FE	SSgt	Vincent P. Freeman
RS	MSgt	Harold W. Harvey

GROUP 4

~~SECRET~~

Downgraded at 3 year intervals; declassified after 12 years

~~SECRET~~

UNCLASSIFIED

(S) Another unsuccessful rescue effort was conducted on 7 January for Sidewinder 47. The aircraft, an A7, went down from unknown causes. ^{39/}

(S) Another pilot, Streetcar 300 observed the crash and stated the aircraft appeared to explode just prior to impact; however, this could have been rockets exploding. The wreckage appeared to have hit rather flat and was scattered forward up an incline and over the crest of a ridge. No chute was observed, no beeper was heard nor was there any voice contact with anyone on the ground. ^{40/}

(C) A successful rescue was made on 13 January for BLEDBAT 13-4, a crewmember on a C-130 who accidentally fell from the aircraft during a night mission in the southern STEEL TIGER area. ^{41/}

(C) BLEDBAT 13 was performing a normal night FAC mission in the area east of Saravane when a crew member near the scope in the rear parachute door was either sucked out or fell out of the aircraft. Contact was established and a decision was made to coordinate a first light rescue effort. ^{42/}

(C) There were no specific problems encountered and after softening up the immediate area and silencing a small amount of ground fire the forces were readied for pickup. The pickup was completed without complications. ^{43/}

(U) A successful rescue was conducted on 18 January for Misty 30A and B. The aircraft, an F-100F, from Tuy Hoa went down

~~SECRET~~



NavRescue.jpg

Lt Richard Butchka (USCG) does the honors after
Capt George Hittle's first rescue

13 JAN 70
C-130 NAVIGATOR SAR



This picture was taken after the rescue of a
navigator. The rescue took place on 13 Jan 70.
The crew from Left to Right: Capt C.C. Adams(CP),
TSgt Don Smith (RS), Sgt Robert Laframboise(FE),
Sgt Curt Phythian(RS), Capt George Hittle(AC).
Lt Col Sidney Sosnow, 37th Commander is at far
right.

A VOTE FOR SURVIVAL TRAINING

NAVIGATOR UTILIZES TRAINING TO SURVIVE IN SOUTHEAST ASIA

NAHA AB, Okinawa.—At the U.S. Air Force Survival School, the instructors say that when you find yourself in a survival situation, never give up. They also tell you to stay in good physical condition, and they teach you a few basic techniques which are essential for survival.

Captain Laurence C. Johnson, a navigator in the 21st Tactical Airlift Squadron here, must have been a very good student, for he survived a dramatic experience which probably would have been fatal for most people.

EVENTFUL NIGHT

On the night of Jan 12, 1970, Captain Johnson and his 374 TAW air crew were performing a routine flare/forward air control mission over rough, jungle terrain in Southeast Asia. The crew had completed its assigned task and was preparing to return to base in its C-130 Hercules aircraft.

In performing their mission, it was necessary to have one of the paratroop doors open so that special equipment used by the navigator could be operated effectively. Johnson had been working with this equipment, and for reasons of safety, had attached a chest-pack type parachute to his parachute harness.

PULLED OUT THE DOOR

While working near an open door, his chute popped, and with a sickening feeling, he saw his parachute canopy being pulled out into the aircraft's slipstream. In fractions of a second, he was jerked from the aircraft by the deploying chute, and he suddenly found himself falling through space.

A few seconds after leaving the aircraft, Johnson was able to gather his wits and assess his situation. His first reaction was to look up and check his canopy. As he suspected from the rush of air as he descended, his canopy was a "roman candle" a streamer; in other words, the chute had failed to open. In his own words, here's what he did next:

"I climbed the left riser until I reached the shroud lines. I grabbed them and jerked vigorously. This resulted in a partial canopy blossom of approximately eight feet in diameter, but the shock of this opening detached me from the shroud

lines. This small canopy was not stable, and it kept opening and closing. I realized the canopy size was not sufficient and started back up the riser when I saw the top of the ridge line ground. I abandoned my attempt to increase my canopy and assumed the normal entry position. I modified this by tensing my muscles as much as possible, hoping this would absorb the shock. At the speed I was traveling, I really didn't expect it to make any difference. I can't say honestly that I realized any sequence of events in landing—the next thing I remember, I had no sensation of severity of impact, but I saw a momentary flash."

HITS GROUND AT 55mph

Based on his initial altitude of approximately 10,000 feet and the estimated 8-foot canopy, it was calculated that Johnson impacted the ground at a speed of 55 miles per hour.

According to Captain Johnson, he did not lose consciousness or his alertness from the moment of landing, which was extremely fortunate for his ordeal was not yet over. He was still out in a hostile wilderness, perhaps in the midst of unfriendly troops who might even then be converging on his place of landing.

Luckily, one of his survival radios was working, and he was able to contact his aircraft. His aircraft commander assured him that help was on the way and that he would be picked up after first light.

While talking to his crew, Johnson began to realize that he was experiencing a great deal of pain in his chest area and left leg. His forehead had been cut when he was jerked out of the aircraft and it was bleeding profusely. This not only blurred his vision, but also caused him to fear that he might become unconscious from loss of blood. He tried to stop the bleeding but was unsuccessful.

EVALUATES SITUATION

His next impulse was to evaluate his situation and decide on courses of action. There he was, on a night so dark he couldn't see his hand in front of his face and injured so severely that the slightest movement caused him intense pain. He was unable to walk and barely able to crawl in a jungle probably infested with unfriendly troops whose movements he was already beginning to detect.

Twice during the night, while he waited for daybreak and rescue, he heard search parties, which he assumed were hostile, fanning out through the undergrowth, undoubtedly looking for him. One group of about five persons stopped

within 150 feet of his position and talked in an unfamiliar language before they moved on without discovering him.

Time passed slowly as he waited for the search and rescue effort to begin. He amused himself by attempting to touch the small eyes of curious animals around him with his radio antennae.

As dawn broke, he heard the approach of an A-1 Skyraider aircraft. As Johnson relates it, "I notified the pilot that I had not had contact with any actively hostile forces nor any indication of ground personnel near my location for two hours." Shortly thereafter, a "Jolly Green Giant" helicopter was in the air over his position dropping a jungle penetrator. The penetrator landed about 150 feet from Johnson's position, but it took him several minutes to reach it because of his physical condition and the dense undergrowth.

RIDE TO SAFETY

Finally, he reached the penetrator. He slipped his head and arms through the safety harness and attempted to climb on the seat. He was unable to get on the seat and so was pulled up through the vines, underbrush and trees by the harness alone into the helicopter. He was taken to Da Nang, and from there, returned to his home at Naha Air Base, Okinawa.

Captain Johnson can thank his lucky stars. But you can be sure his survival wasn't all luck. He gives a lot of credit to his Air Force survival training and to his excellent physical condition (the result of a daily jogging program) for turning a potentially tragic sequence of events into a happy homecoming.



CAPTAIN JOHNSON CHECKS RADIO

12 JAN 70 SKR

42M
54102
E

* ~~CONFIDENTIAL~~ *

16 JUN 1963

42

OPR	SYS
ARMS	I
INFO	CYS
O	8
mcp	i
TEN	
/	
	10

$$\begin{array}{r} 412.6 \\ 024.2 \\ \hline \end{array}$$

IMMEDIATE

IMMEDIATE

PT 00433

*

CONFIDENTIAL

32

A-1E/5650W. 2/6.0/HC-130P/39ARRS.

17. 0/0/0/0/0/0/0/0/0

18. A. CAPT G.M. HITTLE AC; CAPT C.C. ADAMS, CP; SGT R.J.P. LAFRAMEOISE, FE; TSGT D.G. SMITH, RS; SSGT C.W. PHYTHIAN, R.S. ALL OF 37 ARRS, DANANG AB RVN.

B. SURVIVOR: CAPT LAURENCE C. JOHNSON, 21 TAS NAHA AB OKINAWA.

19 ONE COMBAT ARRS SAVE/TWO AIR REFUELINGS/NO PJ DEPLOYMENT.

H. ONE USAF CREW MEMBER, NAVIGATOR, WAS ACCIDENTALLY BLOWN OUT THE OPEN PARATROOP DOOR OF A C-130, CALL SIGN BLINDBAT

13-45, OVER HOSTILE TERRAIN. IT IS BELIEVED HIS PARACHUTE POPPED, PULLING HIM OUT AND BREAKING HIS RESTRAINT HARNESS.

A FIRST LIGHT SAR EFFORT WAS ORGANIZED. SURVIVOR REPORTED HE HAD AN INJURED BACK, WAS IN DENSE UNDERGROWTH, WAS UNABLE TO MOVE ABOUT, AND HAD HEARD PEOPLE MOVING ABOUT DURING THE NIGHT. ALL SAR FORCES WERE ON SCENE BEFORE SUNUP. SURVIVOR

PAGE 4 RUMJBB 0081 C O N F I D E N T I A L

WAS LOCATED WITH SOME DIFFICULTY DUE TO HIGH TREES AND UNDERGROWTH. SPADS DROPPED ORDNANCE AND LAYED A SMOKE SCREEN

BEFORE JOLLY GREEN 15 WENT IN FOR THE PICKUP. SURVIVOR

WAS ABLE TO GET ON A JUNGLE PENETRATOR WITHOUT ASSISTANCE. NO

GROUNDFIRE WAS OBSERVED DURING THE PICKUP. SURVIVOR TAKEN TO

NSA HOSPITAL AT DANANG FOR TREATMENT OF MULTIPLE ABRASIONS,

CONTUSIONS AND APPARENT STRAINED LIGAMENTS IN LOWER BACK AND ANKLES.

GP-4

BT

#0081

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* C O N F I D E N T I A L *

IMMEDIATE

IMMEDIATE

PT 00433

~~CONFIDENTIAL~~

A-1E/56SOW. 2/6.0/HC-130P/39ARRS.

17. 0/0/0/0/0/0/0/0/0

18. A. CAPT G.M. HITTLE AC; CAPT C.C. ADAMS, CP; SGT R.J.P. LAFRAMEOISE, FE; TSgt D.G. SMITH, RS; SSGT C.W. PHYTHIAN, R.S. ALL OF 37 ARRS, DANANG AB RVN.

B. SURVIVOR: CAPT LAURENCE C. JOHNSON, 21 TAS NAHA AB OKINAWA.

19. ONE COMBAT ARRS SAVE TWO AIR REFUELINGS/NO PJ DEPLOYMENT.

H. ONE USAF CREW MEMBER, NAVIGATOR, WAS ACCIDENTALLY BLOWN OUT THE OPEN PARATROOP DOOR OF A C-130, CALL SIGN BLINDBAT 13-4, OVER HOSTILE TERRAIN. IT IS BELIEVED HIS PARACHUTE POPPED, PULLING HIM OUT AND BREAKING HIS RESTRAINT HARNESS. A FIRST LIGHT SAR EFFORT WAS ORGANIZED. SURVIVOR REPORTED HE HAD AN INJURED BACK, WAS IN DENSE UNDERGROWTH, WAS UNABLE TO MOVE ABOUT, AND HAD HEARD PEOPLE MOVING ABOUT DURING THE NIGHT. ALL SAR FORCES WERE ON SCENE BEFORE SUNUP. SURVIVOR

PAGE 4 RUMJBB 0081 ~~CONFIDENTIAL~~

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GP-4

BT

#0081

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* CONFIDENTIAL *

IMMEDIATE

UNCLASSIFIED

~~CONFIDENTIAL~~
DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



REPLY TO
ATTN OF: 400 (Lt Col Mateer)

19 January 1970

SUBJECT: Mission Narrative Report #2-3-004-18 Jan 70 (U)

TO: 3 ARRGp (JRCC)
APO 96307

1. (U) This report submitted IAW ARRSM 55-2/3 ARRGp Sup 1.
2. (S) At approx 1015Z, while flying the Tango Orbit, JG 68L monitored a radio conversation among Sandy 3, Sandy 4 and Ethan, to the effect that Sandy 4 was having major engine trouble. The consensus was that a bailout/forced landing was imminent and certain. Ethan placed Sandy 4 on the 070/60/108 and vectored him 280° to a position over the PDJ. At the time JG 68 was at 5500' over the PDJ and JG 72H was overhead at 10,500' with a broken to overcast cloud layer bases 6000' tops variable 10,000' between the orbiting Jolly Greens. Both Jolly Greens proceeded to an intercept position as directed by Ethan. JG 72 first made visual contact with Sandy 3 and 4 at approx 060/40/108. From that position JG 68 gave Sandy 4 a weather briefing and directions to a large break in the overcast at the southeastern corner of the PDJ. From that point Sandy 4 proceeded VFR to a landing at LS-22. At 1036Z, he landed gear down on runway 23, but was forced to retract his gear as he entered an excavation at the end of the usable runway. The pilot was uninjured and immediately departed his aircraft for a safe area. At 1037Z, JG 68 landed beside him, took him on board and brought him to Ch 70. The mission was routine and unopposed.
3. (U) The survivor was: Capt Terry F. Bolstad, [REDACTED]
4. (U) Jolly Green 68 crew was : AC: Lt Col A. Mateer
CP: Maj J. J. Gill
FE: MSgt M. F. Tasker
PJ: Sgt A. J. McFarr
PJ: Sgt D. W. Crowder
AP: Sgt R. L. Surratt

Alan Mateer
ALAN MATEER, Lt Colonel, USAF
Aircraft Commander

Classified by 40 ARRGp
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.

DECLASSIFIED ON 18 Dec 78
CONTROL # 40 70 0007

AD-70-0342

~~CONFIDENTIAL~~

GROUP 1

Downgraded at 3 year
intervals; declassified
after 12 years

UNCLASSIFIED

DEPARTMENT OF DEFENSE
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)



REPLY TO
ATTN OF: 1-40/0

21 Jan 70

SUBJECT: Mission Narrative Report (1-3-007, 18 Jan 70)

TO: 1-40C
3rd ARRGp (3JRCg)
IN TURN

DOWNGRADED TO
CONFIDENTIAL ONLY
IAW EX. ORDER 11652

Classified by DT 2026P
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 31 Dec 78

1. (U) This report submitted to comply with ARRSM 55-2/3rd ARRGp Supplement 1.
2. (S) At 1035 L, 18 January 1970, Jolly Green 17 and 19 were scrambled for Misty 30 reported down at 150/29/72. Jolly Green 19 was airborne at 1045L and Jolly Green 17 was airborne at 1050L. Jolly Green 17 was low bird and proceeded to the area. Enroute a new position was established at 90/34/72 and a new heading was established to that location. At this time Covey 246 was on-scene commander until the arrival of Sandy 03 at 1200L. Jolly Green 17 and 19 arrived on scene at 1230L. Sandy 03 had already surveyed the area and had determined that it was a permissive area. Jolly Green 17 was immediately vectored into the area. The altitude of the survivors position was approximately 5000 feet P.A. This altitude was computed to be near the limits of the H-3's ability to hover out of ground effect. Fuel was dumped to approximately 1500 pounds to be within this capability. Approximately 20 minutes of hover search was required to pinpoint Misty 30 Alpha's position. It was located on the side of a mountain approximately 1000 feet above the valley floor on an approximate 60 degree grade. Factors which precluded the immediate pinpointing and pickup of Alpha survivor were; a. dense jungle foliage with double layered canopy and strong winds which prevented survivor's smoke flare being spotted by the helicopter crew. b. communications interference by parachute beeper which partially masked survivor's transmissions. c. severe down drafts which on at least four occasions forced the helicopter to break off the hover and establish a new approach. Misty 30 Alpha was finally located and recovered with the penetrator at 1253L. A go around was made and a new approach was set up to search for Misty 30 Bravo. Smoke was spotted by the flight engineer who directed the helicopter near the survivor. Survivor then directed Jolly Green directly over his position. Down drafts and strong winds again complicated holding the hover. Misty 30 Bravo was recovered by penetrator at 1259L. Immediate departure was then made from the area with Covey 246 providing safe egress route. Fuel remaining at this time was 900 lbs. Jolly Green 17 immediately proceeded to rendezvous with King 6 over Channel 72 for air refueling. Hook-up was made with King 6 at 1330L with 400 lbs of fuel remaining. Jolly Green 19 then refueled and refueling was complete at 1353L. Jolly Green 17 and 19 then RTB'ed to Channel 89 landing at 1510L. The survivors were in good condition with Alpha in slight shock. Coordination between the Jolly Greens and all SAR forces were excellent. Sandy 03 and Covey 246 both did excellent jobs of locating the survivors and directing the rescue. The weather was no problem except for the turbulence, down drafts and winds as noted above.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFY AFTER 12 YEARS

atcl #10
AD-70-0342
AD-7-0335
CONTRACT # 1-40-3

UNCLASSIFIED

3. (C) The survivors were: Lt Joseph C. Merrill, 1LT and Capt Harry D. Scott both of 31TFW, Tuy Hoa AB, RVN.

4. (U) The crews of the Jolly Greens were:

Jolly Green 17 (Low)

AC Major Ted L. Smith
CP Major John A. Raper
FE TSgt Daryl I. Durant
RS Sgt Ricky L. Fleming
RS TSgt Lehman L. Booher

Jolly Green 19 (High)

AC Capt David M. Barber
CP Capt Kenneth T. Kelley
FE SSgt Jimmy L. Dodgen
RS MSgt Paul L. Jenkins

Ted L. Smith
TED L. SMITH, Major, USAF
Aircraft Commander

CONFIDENTIAL

AD 70-0235
CONTROL # 1-40-3

UNCLASSIFIED

364

39th ARRSq History, Jan - Mar 70 SUPPORTING DOCUMENT 1

68

DATE: 18 JAN 70

20 January 1970

MISSION NUMBER: I-3-007-18 JAN 70

FLIGHT DESIGNATION: KING 4

DISTRESSED AIRCRAFT: MISTY 30 (F-100)

LOCATION: 090/34/72

SAVES: 2 Combat

1. (C) At 0250Z Hillsboro notified King 4 that Misty 30 had taken a hit at 150/29/72 and was proceeding to Channel 77 with battle damage; Then radio contact was lost. Nail 49 was working in the area, and King 2 proceeded to the area and contacted Nail 49.
2. (C) King 2 arrived on scene at 0300 and Nail stated that he had a beeper on 243.0. At 0305Z Nail 49 stated that he had an orange and white chute in sight at 150/29/72. Nail 49 was appointed On-Scene Commander (OSC) at 0310Z and Jolly Greens, Sandy's and Pepper flights were requested. Raven 48 with Hotel 49, an H-34 Air America helicopter, arrived on scene at 0320. Covey 252 also appeared in the area at this time.
3. (C) King 4 had noticed a fire approximately 20 NM NE of the chute sighting and vectored Covey 252 to this location with instructions to attempt contact with Misty 30 Alpha or Bravo on Guard, since we were attempting to find the other chute and this appeared to be on a vector to Channel 77.
4. (C) At 0335Z, Hotel 49 lowered a man on his hoist at the sighted chute position, picked up the beeper and turned it off. He stated there was no visible survivor in the area but would continue to search with Covey 297, Raven 48 & 51, and Nail 49.
5. (C) At 0345Z, Jolly Green 19 reported airborne with Jolly Green 17, Sandy 3, 4, 5, & 6 following; Directed to hold 085/38/72 by King 4.
6. (C) At 0350Z, Covey 252 established voice contact with Misty 30 Bravo and reported both A & B down in the same area. Location: 090/34/72; Weather: 5000 scattered/variable broken; Terrain: 4400 to 7500 ft; Survivors at 5000 ft; No enemy activity; Both survivors OK; Altimeter 30.04; Temperature + 12° C. Due to the terrain altitude of the survivors, King 4 requested HH - 53's as backup for Jolly Green 17 & 19.

GROUP-1

Downgraded at 8 year intervals.
Declassified after 12 years.

UNCLASSIFIED

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365

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39th ARRSq History, Jan - Mar 70

7. (C) In the meantime the Coachman 29 mission was being worked on guard channel so, at 0400, after determining both survivors had URC-64 radios, the decision was made to use 282.8 UHF as primary SAR; Covey 246 assumed OSC at this time as Covey 252 was low on fuel.
8. (U) At 0420, Sandy 3 & 4 called in the area and Sandy 3 was appointed OSC at 0457 after receiving a thorough briefing from Covey 246.
9. (U) Sandy 3 established visual contact with Misty 30 Bravo at 0505. King 7 & 6 called airborne during this time period and King 7 was appointed Mission Commander of the chute sighting being worked by Nail 49. King 6 was held in the area for possible refueling.
10. (U) At 0525 Jolly Green 77 & 76 reported as being enroute from Channel 70.
11. (U) At 0526 Sandy 5 & 6 and Jolly Green 17 & 19 arrived on scene and were vectored into the area by Sandy 4.
12. (U) At 0537 Sandy 3 vectored Jolly Green 17 in for the pickup and Alpha was recovered at 0553Z. Bravo was recovered at 0559Z.
13. (U) All SAR forces were released at 0600Z and Jolly Green 17 was vectored out of the area by Covey 246, and refueled at 0630Z by King 6.
14. (C) Survivors: 1LT J. MERRICK (Alpha) was reported in shock, no apparent injuries except nose bleed. CAPT H. SCOTT (Bravo) received an injury to his leg and shoulder, but was in good spirits. Jolly Green 17 took both survivors to Channel 89.
15. (S) PROBLEMS:
 - a. (S) Chute located at 150/29/72 with the chute beeper operating no sign of any survivor (nor could Queen or anyone else identify and possible missing aircraft in connection with this chute). Survival radio was later seen in the hands of an indigenous person by Nail 49.
 - b. (C) Coachman 29 mission approximately 63 miles north of survivors made Guard channel unusable.
 - c. (C) Misty 30 Alpha was in shock and insisted on being called by his initials, rather than call sign. He was also pre-occupied by the loss of his compass and considerable difficulty was encountered in picking him up.
 - d. (C) Misty 30 Bravo was not able to turn off his chute beeper due to injuries and it is still beeping (?).

~~SECRET~~

GROUP-4
Downgraded at 3 year intervals.
Declassified after 12 years.

UNCLASSIFIED

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366

39th ARRSq History, Jan - Mar 70

70

16. (U) COMMENDATIONS:

a. (U) Covey 252, who did an outstanding job by locating the survivors and establishing radio contact with both.

b. (U) Covey 246, for his overall assessment of terrain, hostilities and On-Scene Command. He remained in the area to vector Jolly Green 17 out at completion of pickup. Due to his thorough knowledge of enemy positions, he greatly added to the overall success of the mission.

c. (U) Sandy 3, for his tremendous organizational ability and speedy evacuation of the survivors.

d. (U) Jolly Green 17, who made two pickups in terrain elevation which was at the absolute limit of his aircraft capability.

e. (U) Panama Controller (1LT FRANK S. NIENDORFF, 620 TCS) was indispensable to this mission. He acted as a direct liaison between Blue Chip and Hillsboro and, even though fastmovers were not utilized, we had them available in the minimum amount of time.

17. (C) RECOMMENDATIONS:

a. (C) The URC 64 discrete frequencies be used for SAR missions whenever possible, due to the congestion of Guard in SEA.

b. (C) Army missions, such as Coachman 29, which involved a first light effort, should have a Sandy or Spad programmed in the area as OSC because the Army does not have rescue trained OSC personnel. This should be done even if Jolly Greens are not utilized. Coachman 29 could probably have been picked up by 0200Z with a qualified OSC in the area.

18. (C) FORCES UTILIZED:

Nail 49
Hotel 49
Raven 48 & 51
Covey 246, 252, 259, 297, 269

Jolly Green 17 & 19
Sandy 3, 4, 5, & 6
King 6 & 7

19. (C) FORCES AVAILABLE BUT NOT UTILIZED:

Jolly Green 77 & 76
Pepper 40, 41, 42, & 43

FASTMOVERS:
Misty 40
Kingfish 1 - 4
Reddog 3, & 4

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GROUP-4
Downgraded at 5 year intervals.
Declassified after 12 years.

IMMEDIATE

* C O N F I D E N T I A L *

1211
84102
8

PT 00182
OFTCZYUW RUMLUJB0817 0181127-CCCC--RUCIEUA,
DE RUMLUJB H0116 0181030
ZNY CCCCC

Q 181000Z JAN 70

OL-3ARRGP SON TGA AB RVN

TO RUEFHQA/HQ USAF

RUCIEUA/HQ-ARRS/AR0CP/SCOTT AFB ILL.

RUHHABA/41 ARRWG PROCP HICKAM AFB HAWAII

RUSGSA/3 ARRG TAN SON NHUT AB RVN

INFO RUCIAAA/USAF ALTERNATE CP/MAXWELL AFB ALA

RUCIEUA/MAC/MCP/MAOCDA/SCOTT AFB ILL

RUSGSA/7AF/DO/DP/DI/BDPMP/TACC/CC TSN AB RVN

RUKLAAA/TACDCOSLR/LANGLEY AFB VA

RUMTJFA/USAFMPC/AFPMSC/RANDOLPH AFB TEXAS

RUHHBBA/CINCPAC/CC HAWAII

RHMSMVA/MACV SAIGON RVN

RUEOGDA/ARC/ABERDEEN PROVING GROUND MD

RUEKC/AFE0C FT FITCHIE MD

RHMUABA/OL-2 3 ARRG UDORN AB THAILAND

RUMOREA/DET 1 40ARRSQ NAKHON PHANOM AB THAILAND

RUHMUABA/40 ARRS UDORN AB THAILAND

RUMLUHA/31 TFWG TUY HOA AB RVN

RUMLUJA/20 TASSQ DANANG AB RVN

OPR	DIS
ARRS	1
INFO	DIS
0	8
mcp	1
	16

R E 2 RUMLUJB 0116 C O N F I D E N T I A L

RUMOREA/23 TASSQ NAKHON PHANOM AB THAILAND

RUMLUHA/39 ARRS TUY HOA AB RVN

BT

C O N F I D E N T I A L / JOPREP JIFF/OL-1, 3ARRGP/RESCUE 007/18JAN70

1. RESCUE OPENING/CLOSING REPORT 18 JAN 70

2. MISSION NUMBER 1-3-007-18 JAN 70

3. A. TACTICAL B. CLASSIFIED C. CAMOUFLAGED/NOT AVAILABLE/

ZE-100F/MISTY-30/ D. USA E. 31TFW F. CAPT SCHOTT

G. TWO P.O.B. H. USAF STANDARD

4. HILLSBORO AB CCC, 18JAN70/0309Z, OL-1 E3 ARRG

5. 0325Z

6. DIVERTED KING 4 AT 0315Z, LAUNCHED JOLLY GREENS 17 AND 19 AT 0331Z

7. DIVERTED KING 4 TO SCENE 0315Z, JOLLY GREENS AIRBORNE 0346Z, SANDYS 3 THRU 6 A/B 0354Z.

8. 15-38N 107 08E

9. A. NOT A FACTOR

B. NOT A FACTOR

C. NOT A FACTOR

10. OL-1, 3ARRGP, MAJ. R.L. KRIDLER, M/SGT D.E. GRAGG,

AIC S. M. HIX.

Classified by *3ARRGP*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON *21 Dec 76*

PAGE 3 RUMLUJB 0116 C O N F I D E N T I A L

11. INVERT GCI, HILLSBORO ARCCC.

12. NAIL 49 AT 0400Z, 15-38N 107 08E.

13. DET-1 40TH ARRS, HH-3E/JUNGLE PENETRATOR/0553Z.

14. 2/2/2/2/070

* C O N F I D E N T I A L *

IMMEDIATE

W-STATE

~~CONFIDENTIAL~~

PT 00182

15. TAKEN TO NAKHON PHANOM

16. 3/11.7/HC-130P/39ARRS, 2/7.8/HH-3E/DET 1, 40ARRS,

2/8.1/HH-53/ 40ARRS, 1/3.9/0-2/20TASS, 1/3.7/0V-10,

25 TASS, 4/15.3/A1-E/5650W.

17. 0/0/0/0/ NOT AVAILABLE / 0/0/0

18. A. AC MAJ T.L. SMITH, CP MAJOR J.R. PAPER FE. T/SGT D.I. DURANT
RS. T/SGT R.L. FLEMING, RS. T/SGT L.L. BOOHER, ALL OF DET 1 40ARRS.

B. T/SGT MERRILL AND CAPT SCHOTT BOTH OF 31TFW

19. A. 5 N.M. RADIUS OF 15 38N 107-08E, 100PERCENT EFFECTIVE

B. S/E

6. TWO ARMS COMBAT SAVES/TWO AIR REFUELING/MISTY-30 DOWN

AS A RESULT OF HOSTILE FIRE/TWO USAF CREW MEMBERS/NO PJ

DEPLOYMENT. HILLSBORO ABCCC REPORTED THRU PANAMA GCI THAT LAST

RADIO CONTACT WITH MISTY-30 WAS EAST OF CH-72 AND THAT HE WAS HEADING

PAGE 4 RUMLJBB 0116 ~~CONFIDENTIAL~~

FOR CH-77 AT 0309Z. NAIL-49 THEN CONFIRMED THAT HE HAD MADE

CONTACT WITH BRAVO MAN 0400Z. VOICE AND BEEPER CONTACT MADE

WITH ALFA MAN 0415Z. SANDY A1-E AIRCRAFT AND JOLLY GREENS WERE ENROUTE

TO SCENE OF EARLIER REPORTED DOWNED SURVIVIOR SO WERE DIVERTED TO

CONFIRMED POSITION OF MISTY-30 SURVIVORS. JOLLY GREEN 17 WAS

VECTORED INTO HOLDING POSITION BY SANDY 3 AND 4. JOLLY GREEN DUMPED

FOR TO ENABLE HIM TO SAFELY HOVER AT ALTITUDE OF SURVIVORS,

IE. APPROX FIVE THOUSAND FEET PRESSURE ALTITUDE. NEGATIVE GROUND FIRE.

WITH PICKUP BEGINNING 0530Z. ALFA MAN P/U 0553Z, BRAVO

P/U 0559Z. SA FORCES RTB 0600Z. SURVIVORS TAKEN TO NKP IN GOOD

CONDITION. GP-4

BT

#0116

NNNN#

M/K

3 11.7 1 3.9
2 7.8 1 3.7
2 8.1 4 15.3
7 27.6 6 22.9

IMMEDIATE

* C O N F I D E N T I A L *

~~SECRET~~ UNCLASSIFIED

(S) Another unsuccessful rescue effort was conducted on 7 January for Sidewinder 47. The aircraft, an A7, went down from unknown causes. ^{39/}

(S) Another pilot, Streetcar 300 observed the crash and stated the aircraft appeared to explode just prior to impact; however, this could have been rockets exploding. The wreckage appeared to have hit rather flat and was scattered forward up an incline and over the crest of a ridge. No chute was observed, no beeper was heard nor was there any voice contact with anyone on the ground. ^{40/}

(C) A successful rescue was made on 13 January for BLINDBAT 13-4, a crewmember on a C-130 who accidentally fell from the aircraft during a night mission in the southern STEEL TIGER area. ^{41/}

(C) BLINDBAT 13 was performing a normal night FAC mission in the area east of Saravane when a crew member near the scope in the rear parachute door was either sucked out or fell out of the aircraft. Contact was established and a decision was made to coordinate a first light rescue effort. ^{42/}

(C) There were no specific problems encountered and after softening up the immediate area and silencing a small amount of ground fire the forces were readied for pickup. The pickup was completed without complications. ^{43/}

(U) A successful rescue was conducted on 18 January for Misty 301 and B. The aircraft, an F-100F, from Tuy Hoa went down

~~SECRET~~

~~SECRET~~ UNCLASSIFIED

after being hit by ZPU fire and the pilots were forced to eject. ^{44/}

(U) The two pilots ejected at about 5,000 feet in mountainous terrain with the highest elevation in the area about 7,000 feet. The enemy route structure was just to the east over a ridgeline. There were no observed hostile defenses in the area and the landing point was comparatively inaccessible from the lower elevations. ^{45/}

(U) Two FACs, Covey 246/252 were already on-scene and had located the general area of the survivors by the time the Sandys arrived. ^{46/}

(U) Upon arrival of the Jolly Greens, the Sandys immediately directed them in for a pickup on Alpha. Alpha did not respond to the initial requests for smoke and provided no assistance in vectoring the helicopters to his position. He was finally pinpointed and Jolly Green 17 entered and made the pickup. Next Bravo was told to pop his smoke which he did immediately and he was quickly picked up. Covey 246, who was familiar with the area, led the force safely out. ^{47/}

(U) Another successful rescue effort was conducted the same day for Coachman 29. The aircraft, an Army helicopter, went down the day before in a mountainous area just northwest of Khe Sanh, Republic of Vietnam. ^{48/}

(U) The helicopter was a light observation type and carried the pilot and an Army code 07. It was believed to have been hit by a .50 caliber gun site. The code 07 was killed in the crash.

~~SECRET~~

56 SOW
Jan - Mar 70
K-WG-56-HI

UNCLASSIFIED ~~SECRET~~

20

after being hit by ZPU fire and the pilots were forced to eject. ^{44/}

(U) The two pilots ejected at about 5,000 feet in mountainous terrain with the highest elevation in the area about 7,000 feet. The enemy route structure was just to the east over a ridgeline. There were no observed hostile defenses in the area and the landing point was comparatively inaccessible from the lower elevations. ^{45/}

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18 JAN ?
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(U) The helicopter was a light observation type and carried the pilot and an Army code 07. It was believed to have been hit by a .50 caliber gun site. The code 07 was killed in the crash.

~~SECRET~~

~~SECRET~~

UNCLASSIFIED

The helicopter had gone down the previous morning, but because of inclement weather and hostile troops in the area, a rescue could not be effected that day.^{49/}

(U) The SAR force arrived on station early in the morning^{50/} but because of an overcast had not been able to effect a rescue.

(U) About 1215L, a large enough hole developed near the area and an initially unidentified Army helicopter slipped down under the overcast and through some professional low-level flying managed to progress to the survivor's location. An uneventful pickup was then completed. The rescue helicopter's callsign turned out to be Banshee 75 and was a Huey type helicopter.^{51/}

(C) Another rescue effort for the month was conducted 22 January for Zorro 16 in Steel Tiger north area. The A-1 went down as a result of taking an automatic weapons hit while on a strike mission against a truck part.^{52/}

(C) The resultant smoke and fire forced the pilot to abandon the aircraft. He landed on a karst formation and was picked up shortly thereafter without any difficulties.^{53/}

(S) On 27 January, a successful rescue was conducted for Cookie 02, an F-105 which suffered battle damage in the BARREL ROLL.^{54/}

(S) The survivor was located just east of Route 61 approximately four kilometers south of Twin Fords. No particular problems were encountered in the rescue.^{55/}

~~SECRET~~

56 SOW
Jan - Mar 70
K-WG-56-HI

~~SECRET~~

UNCLASSIFIED

xv

CHRONOLOGY

56th Special Operations Wing

<u>Date</u>	<u>Class</u>	<u>Significant Event</u>
Jan 2-3	(S)	Search and Rescue effort for Milestone 507A/B was unsuccessful.
7	(S)	Search and Rescue effort for Sidewinder 47 was unsuccessful.
11	(S)	1st Lt. Richard D. Chorlins, 602nd Special Operations Squadron, declared KIA.
13	(C)	Search and Rescue effort for BLIND BAT 13-4 was successful.
18	(U)	Search and Rescue effort for Misty 30 A/B was successful.
18	(U)	Search and Rescue effort for Coachman, 29 was successful.
22	(C)	Search and Rescue effort for Zorro 16 was successful.
23	(U)	Lt. Col. Eugene B. Mechling assumed command of Detachment 1, 56th Special Operations Wing.
27	(S)	Search and Rescue effort for Cookie 02 was successful.
28	(U)	Search and Rescue effort for Seabird 2A/B was unsuccessful.
28	(U)	Jolly Green 71 shot down by MIG while participating in SAR for Seabird 2A/B.
31	(U)	CH-3, SN67-13296, 21st Special Operations Squadron, logged 150.1 flying hours.
-	(S)	Radar controlled guns became prevalent in Laos.
-	(U)	Presidential Unit Citation presented to 606th Special Operations Squadron.

~~SECRET~~

SUPPORTING DOCUMENT #4

MISSION NARRATIVE 1-3-8 19 Jan 70

(U) At 1303L on 19 Jan 70, Jolly Green 33 (Alpha Low) and Jolly Green 35 (Alpha High) were notified of a scramble. We proceeded to our aircraft and were notified that there were two good "chutes" at a position of 101 degrees at 23 miles from Channel 77. We started engines and launched from Da Nang AB at 1313L and proceeded to the location. Weather at this time was approximately 500 to 600 feet overcast, light drizzle, with visibility varying between $1\frac{1}{2}$ to 4 miles. King 6 notified us that he had talked to Misty 40A while he was descending in his parachute through a layer of clouds. King 6 located a survivor at a position of approximately 115 degrees for 28 miles from Channel 77, but did not have both survivors in sight. He dropped a flare at his position and while we proceeded to the flare, we sighted both survivors, approximately 1000 feet apart. As we passed over Misty 40B's position, we dropped a flare and made an approach for the pickup. The wind was variable at 135 degrees, at about 14 to 20 knots. The seas were choppy with a very short period, and approximately 10-12 feet in height. Sgt Hoffman deployed into the water to assist the survivor and after a short interval, Misty 40B was hoisted aboard at 1345L. Shortly afterward, Sgt Hoffman was lifted from the sea and the aircraft was secured. During this, Pedro (From Da Nang AB) recovered Misty 40A, and when he was clear of the area, we destroyed both life rafts with M-16 fire. Misty 40B was in good condition, but wished to join Misty 40A at the Naval Support Activity Hospital. We proceeded to the hospital and delivered him into their care at 1415L, and proceeded to Da Nang AB and terminated the mission at 1425L.

(U) The survivor was Captain Ernest L. Farnsworth, USAF, [REDACTED] 0308, 614 TFS, TDY to the 31st TFW, Tuy Hoa AB, RVN.

(U) Crews involved:

JOLLY GREEN 33

AC	Major	John H. Winter
CP	Major	James Z. Elkinton
FE	Sgt	Joseph J. Vai
RS	Sgt	George P. Hoffman III
RS	Sgt	Gary T. Osborne

JOLLY GREEN 35

AC	Capt	Eric K. Lindberg
CP	Capt	Royce W. Terrall
FE	SSgt	Gary S. Estep
RS	Sgt	Edward K. Rendle

~~FOR OFFICIAL USE ONLY~~
~~FOR OFFICIAL USE ONLY~~

UNCLASSIFIED

~~CONFIDENTIAL~~

DATE: 19 JAN 70

23 January 1970

MISSION NUMBER: 1-3-009-19 JAN 70

AIRCRAFT DESIGNATION: KING 6

LOCATION: 110/28/77

DISTRESSED AIRCRAFT: MISTY 40 (F-100)

SAVES: 2 Combat

Classified by 01 300049
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 51 Dec 71

1. (C) Hillsboro informed King 6 at 1251 that Misty 40 had battle damage, position 040/22/72 and was heading for Ch 77. Stormy 03 was attempting a rendezvous with Misty 40 at that time and joined up at 1255. King 6 requested Queen to alert the SAR forces at Ch 77 for a possible SAR effort. About 1257, Misty 40 stated that his controls were stiff, that he had lost his second hydraulic system and was planning on a "Nylon letdown". King 6 relayed to Stormy 3 to attempt to get feet wet for the bailout, and that Panama had the emergency squawk. King 6 requested Queen to scramble the Jollies from Ch 77.
2. (C) At 1306 Misty 40 bailed out and Stormy 03 and Misty 30 who had joined a few minutes earlier had the chutes in sight, position 100/27/77.
3. (U) At 1310 King 6 arrived on scene, weather was 500 overcast, 3 miles in rain, wind north 17 Kts and seas 8 to 10 feet. King 6 attempted contact with Misty 40 A or B, however the attempt was unsuccessful at that time.
4. (U) At 1322, King 6 got a lock on from a beeper and homed in sighting Misty 40A at 1325 in position 110/28/77. King 6 dropped a smoke marker and vectored Jolly Green 33 and Pedro into the area. 1331 King 6 and Jolly Green 33 sighted Misty 40B approximately 200 yards down wind from Alpha and Jolly Green 33 and Pedro went in for the pickups.
5. (U) 1343 Pedro picked up Misty 40A and reported he was in good shape. 1345 Jolly Green 33 picked up Misty 40B also in good shape. At 1346 King 6 RTB all forces.
6. (U) Problem Area: King 6 had difficulty contacting Misty 40 however no difficulty with other aircraft.

~~CONFIDENTIAL~~

add 11
AT 70-03-02
~~CONFIDENTIAL~~
Declassified by on

42m
54102

[illegible]

10 JUL 19 13:20

UNCLASSIFIED

IMMEDIATE

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

PT 00322

2/2

PAGE 3 RUMJBB 0122 ~~CONFIDENTIAL~~

PJ SGT G. T. OSBORNE, PJ SGT G.P. HOFFMAN III, ALL OF 37ARRS
B. CAPT.D.F. BROWN CAPT.E.L. FARNSWORTH, OF THE 31 TFW.
19. A. AREA SEARCHED WAS ONE SQUARE MILE OF 15-55N, 108-36E,
SEARCH 100 PERCENT EFFECTIVE. B. LOCATED BOTH PILOTS IN WATER
100 YARDS APART. H. 2ARRS COMBAT SAAVES/NEGATIVE AIR RE-
FUELING/DOWN DUE TO HOSTILE ACTION /2CREWMEMBERS/ONE PJ
DEPLOYED. MISTY 40 LOST ONE FLIGHT CONTROL SYSTEM DUE TO
BATTLE DAMAGE AND SENT MAYDAY OVER GUARD WHILE PROCEEDING
FEET WET. KING 6. DELIVERED TO SCENE WHILE JOLLY GREEN 33
AND PEDRO 91 WERE LAUNCHED. MISTY AIRCRAFT BECAME UN-
CONTROLABLE AND BOTH CREWMEMBERS BAILED OUT 25 MILES S E OF
DANANG AT 0506Z. TWO GOOD CHUTES WERE REPORTED BY A STORMY 03
ABD KING 6 HAD VOICE CONTACT WITH ALPHA MAN. DUE TO LOW
CEILING AND POOR VISIBILITY SURVIVORS WERE NOT VISUAL SIGHTED
UNTIL 0530Z. JOLLY GREEN 33 PUT HIS PJ IN THE WATER AND
MADE A SUCCESSFUL PICKUP OF THE 'B' MAN AT 0545'. PEDRO 91
PICKED UP 'A' MAN AT 0542Z. THE SURVIVORS WERE 100 YARDS
FROM EACH OTHER IN THE WATER. BOTH WERE FLOWN TO NSA
HOSPITAL AND REPORTED IN GOOD CONDITION.

GP-4BT

#0122

NNNN#

W/K

IMMEDIATE

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96307



REPLY TO
ATTN OF: 400 (Lt Col Mateer/2687)

22 January 1970

SUBJECT: Mission Narrative Report #2-3-005-20 Jan 70 (U)

Classified by 02 22268
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 78

to: 3 ARRGp (JRCC)
APO 96307

**DOWNGRADED TO
CONFIDENTIAL ON 11 Apr 73
IAW EX. ORDER 11 52**

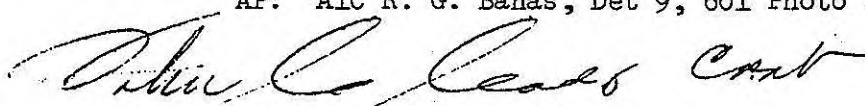
1. (U) This report submitted IAW ARRSM 55-2/3 ARRGp Sup 1.

2. (S) On the evening of 20 Jan 70 the Tango crews for 21 Jan 70, JG 77L and JG 68H, were briefed on a first light to recover Sandy 04, an A-1 pilot who made a forced landing at LS 22, in the PDJ at 1110Z, 20 Jan 70. JG 77 and JG 68 departed Ch 70 at 202248, however JG 68 returned for maintenance and was replaced by JG 76. JG 76 joined JG 77 at 210020Z and both acft proceeded to the recovery area. On arrival, LS 22 was 150' overcast, tops 5000 with excellent visibility beneath the overcast. JG 77 found a hole in the overcast on route 74 approx 5 miles to the NE of LS 22. JG 77 descended VFR through the hole and proceeded along route 74 to LS 22. JG 77 landed on the runway, immediately picked up the survivor, and departed by the same route at 210140Z. Temp was 16°C, PA 3450'. The survivor was taken to LS 30 (also known as 98 and 20A) where he joined a 21 SOSq CH-3 departing for his home station, Ch 89. The mission was routine and unopposed.

3. (U) The survivor was: Maj T. L. Manley, 56 SOWg

4. (U) Jolly Green 77 crewmembers were:

AC: Lt Col A. Mateer
CP: Capt J. C. Cody
FE: TSgt C. W. DeMattos
PJ: Sgt C. L. Colbert
PJ: MSgt R. R. Jeczala
PJ: TSgt C. A. Lane, Det 9, 38 ARRSq
AP: ALC R. G. Banas, Det 9, 601 Photo Flt

for 
ALAN MATEER, Lt Colonel, USAF
Aircraft Commander

atcl #3

AD-70-0342

40-70-0009[S]

AD-70-2256

~~GROUP 1~~

~~Downgraded at 3 year
intervals; declassified
after 12 years~~

UNCLASSIFIED

~~CONFIDENTIAL~~

FLASH

PT 00440

*

00451

BECAUSE IT WAS ALREADY DARK AND THE FIELD WAS IN FRIENDLY HANDS, A FIRST LIGHT PICKUP WAS SCHEDULED. KING 1 DEPARTED UDORN RTAFB AT 20/1145Z FOLLOWED BY ~~JG 68/77~~ AT 202248Z. JG 68 HAD MAINTENANCE DIFFICULTIES AND RETURNED TO UDORN RTAFB, ~~JG 76~~ LAUNCHED AT 210151Z, JOINED WITH JG 77 AND THEY ARRIVED AT LIMA 22 AT 210127Z. THE SURVIVOR BOARDED JG 77 WHO WAS AIRBORNE AT 210140Z. JG 76/77 LANDED AT LS 98 AT 21/0158Z

GP - 4
BT
#0905

NNNN#

~~Classified by
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS
DECLASSIFIED ON~~

DATE: 21 JAN 1970

Actn	Info	ROUTING	Intl	File
		ARODC		
		AROPR		
		AROPP		
		AROPS		
		AROPC		
		AROCE		
		AROCP	M/21	

Remarks:

*Recommend a msg requesting
same rationale -*

~~CONFIDENTIAL~~

FLASH

*

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
DET 1, 40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)



REPLY TO
ATTN OF: 1-40/0

23 Jan 70

SUBJECT: Mission Narrative Report (2-3-006, 22 Jan 70)

TO: 1-40C
3rd ARRGp (3JRCC)
IN TURN

Classified by 88 30000
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 1988

8/1
DOWNGRADED TO
CONFIDENTIAL
IAW EX. ORDER 11 52

1. (U) This report submitted to comply with ARRSN 55-2/3rd ARRGp Supplement 1.
2. (S) At 1115L, Jolly Green 36 and 19 were notified that Zorro 16 was down at reported position 085/56/Channel 89. The launch was uneventful and occurred at 1120L. Weather in the entire area was VFR. Jolly Green 19 and 36 orbited for approximately 5 minutes after airborne, waiting for Sandy escort to the area. Enroute to the survivor, his position was relocated by Nail 24 to 075/25/89. His position was in a high karst ridge, totally devoid of ground fire. After arriving in the area at 1145L, Jolly Green 36 and 19 orbited the area, spotted the survivor's parachute and dumped fuel while waiting for Sandy 1 to sweep and reconnoiter the area. After receiving clearance from Sandy 1 at 1200, Jolly Green 36 entered the area and effected the pickup, using the hoist penetrator. Jolly Green 36 then departed the area at 1205L and RTB'd to Channel 89. Landing time was 1225L. Radio discipline throughout was excellent, and the survivor, who had a lacerated leg and assorted abrasions, was in continuous radio contact with the SAR forces. Cooperation among all the SAR forces was outstanding.
3. (C) The survivor was: Captain Earnest F. Andersen, 22nd SOS, NKP Thailand.
4. (U) The crews of the Jolly Greens were:

Jolly Green 36 (Low)

Jolly Green 19 (High)

AC Major Edward B. Robbins
CP Capt Jimmie Blackwood
FE ALC David J. Bond
RS MSgt Paul L. Jenkins
RS Sgt Robert H. Fields

AC Major Edwin A. Tinlin
CP Capt John H. Fette
FE SSgt Thayer D. Pope
RS SSgt Harold R. Bracken

Edward B. Robbins
EDWARD B. ROBBINS, Major, USAF
Aircraft Commander

DOWNGRADE AT 2 YEAR INTERVALS

CONTROL # 1-40-4

UNCLASSIFIED

FLASH

FLASH

PT 00498

ZTTSZYUW RHMUABA0933

ZNY SSSSS

Z 0 220803Z JAN 70

FM OL 2 3ARRGP UDORN RTAFB THAI

TO RUEFHQA/HQ USAF

RUCIEUA/HQ ARRS SCOTT AFB TIL

RUHHABA/41ARRW/1RGGP/HICKAM AFB HAWAII

RUSQSNA/3ARRGP/JRCC/TAN SON NHUT AB RVN

INFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA

RUCPAAA/MAC/MCP/MAOCDA

RUSQSNA/7AF/DOT/DO/DP/DI/BDPMP/TACC/CC/TSN AB RVN

RUKLAAA/TAC/DOSLR

RUWTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX

RUHHHQA/CINCPAC/CC/CAMP HM SMITH HAWAII

RUEGDA/ARDC ABERDEEN PROVING GROUND MD

RUEKC/AFE0C FT RITCHIE MD

RHMSMVA/MACV SAIGON RVN

RUHHBBA/CINCPACAF/CC

RUMLJHA/39ARRS TUY HOA AB RVN

ZEN/7/13 TACC UDORN RTAFB THAI

ZEN/40ARRS UDORN RTAFB THAI

RUMOREA/56SOW NAKHON PHANOM RTAFB THAI

BT

PAGE 2 RHMUABA0933 S E C A

RUMOUVA/USAIRA VIENTIANE

BT

BT

JORREB JIFFY/OL-2, 3ARRGP RESUCE/010/220409Z JAN 70.

7AF FOR TACC.

1. RESCUE OPENING/CLOSING REPORT 22 JAN 70.

2. [REDACTED]

3. [REDACTED] PILOT A. TACTICAL B. CLASSIFIED C. CAMOUFLAGED/62139799/

D. USA E. USAF 56 SOW F. CAPTAIN ERNEST F. ANDERSON G. [REDACTED]

H. USAF STANDARD 4. INVERT GCI, KING 1. 220409Z 5. SE 6. 2/HH3E/

DET 1. 40ARRS 4/AIH/56SOW 1/HC130P/39ARRS AT 220410Z 7. JG 19/36

LAUNCHED AT 220421Z SY 1/2 LAUNCHED AT 22/0420Z SY 3/4

LAUNCHED 220428Z KING 2 DIVERTED AT 220410Z 8. 1728N 10503E

9. A.B.C. NOT A FACTOR 10. OL-2, 3ARRGP, MAJ RICHARD G. JULIAN, MSGT

PAUL T. FOXWORTH, TSGT RICHARD A. LINCK 11. 23TASS, NAKHON PHANOM

RTAFB 12. [REDACTED]/220439Z [REDACTED] 13. DET 1 40ARRS/HH3E/FOREST

PENETRATOR/220503Z 14. 1/1/1/1/0/0 15. TAKEN TO NAKHON PHANOM

RTAFB, THAILAND 16. 2/2.0/DET 1, 40ARRS/HH3E 4/4.0/56SOW/AIH

1/1.2/39ARRS/HC-130P 17A. 0/0/0/0/NOT AVAILABLE/0/0/1 B. 0/0/0/0/

NOT AVAILABLE/0/0/0 18. A. CREW MEMBERS MAKING SAVE: AC ROBBINS,

EDWARD D., MAJOR, CP BLACKWOOD, JIMMIE, CAPT., FE BOND, DAVID J., A1C,

PAGE 3 RHMUABA0933

RS JENKINS, PAUL L., MSGT, RS FIELDS, ROBERT H., SGT. ALL OF DET 1,

40 ARRS EXCEPT BLACKWOOD AND FIELDS OF 37ARRS. B. SURVIVORS NAME:

ANDERSON, ERNEST F., CAPT, 22SOS, USAF. 19. A. 5 NM OF 1728N

503E B. SURVIVOR LOCATED C. SE D. SE

H. [REDACTED] CREDITED WITH [REDACTED] COMBAT [REDACTED] MEMBER [REDACTED] RS WAS

CONFIDENTIAL

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UNCLASSIFIED

FLASH
PT 00498

SECRET

NOT DEPLOYED. NO AIR REFUELINGS ACCOMPLISHED. ZORRO 17 REPORTED TO
INVERT ZORRO 16 HIT BY GROUND FIRE AND PILOT BAILING OUT AT 0409Z. 2/2
NAIL 24 AND NAIL 58 WERE IN THE AREA. SAR FORCES WERE ALERTED AT
0410Z. JG 19 AND 36 WERE AIRBORNE AT 0422Z, SANDYS 1 AND 2 AT 0420Z,
AND SANDYS 3 AND 4 AT 0425Z. KING 1 WAS DESIGNATED AIRBORNE MISSION
COMMANDER AND HE MADE NAIL 24, WHO SECTOR THE SURVIVOR WAS IN, ON
SCENE COMMANDER AT 0420Z. NAIL 24 REPORTED NO HOSTILE ACTIVITY IN
THAT AREA FOR SEVERAL WEEKS. SANDY 1 TOOK OVER ON SCENE COMMANDER
AT 0447Z. ~~THE~~ BRIEFING ~~WAS~~ ~~AND~~ BEING SHOWN SURVIVORS
POSITION. JOLLY GREEN 36 AFTER DUMPING FUEL, WENT IN FOR THE
PICKUP AND HAD THE SURVIVOR ON BOARD VIA A FOREST PENETRATOR AT
0503Z. JG 36 LANDED WITH THE SURVIVOR, WHO WAS IN EXCELLENT
CONDITION, AT NAKHON PHANOM RTAFB AT 0522Z.

GP-4

BT

plu 54 min after bail out

DATE:

22 JAN 1970

Actn	Info	ROUTING	Init	File
		ARODC		
		AROPR		
		AROPP		
		AROPS		
		AROPC		
		AROCE		
		AROC		

22/22

FLASH

SECRET

~~SECRET~~

UNCLASSIFIED

The helicopter had gone down the previous morning, but because of inclement weather and hostile troops in the area, a rescue could not be effected that day. ^{49/}

(U) The S-1 force arrived on station early in the morning but because of an overcast had not been able to effect a rescue. ^{50/}

(U) About 1215L, a large enough hole developed near the area and an initially unidentified Army helicopter slipped down under the overcast and through some professional low-level flying managed to progress to the survivor's location. An uneventful pickup was then completed. The rescue helicopter's callsign turned out to be Banshee 75 and was a Huey type helicopter. ^{51/}

(C) Another rescue effort for the month was conducted 22 January for Zorro 16 in Steel Tiger north area. The A-1 went down as a result of taking an automatic weapons hit while on a strike mission against a truck part. ^{52/}

(C) The resultant smoke and fire forced the pilot to abandon the aircraft. He landed on a karst formation and was picked up shortly thereafter without any difficulties. ^{53/}

(S) On 27 January, a successful rescue was conducted for Cookie 02, an F-105 which suffered battle damage in the BARREL ROLL. ^{54/}

(S) The survivor was located just east of Route 61 approximately four kilometers south of Twin Fords. No particular problems were encountered in the rescue. ^{55/}

~~SECRET~~

5/9 11

DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237



REPLY TO
ATTN OF: 400 (Capt Reeder/2687)

29 January 1970

SUBJECT: Mission Narrative Report #2-3-007-26 Jan 70

TO: 3 ARRGp (JRCC)
APO 96307

1. This report submitted IAW ARRSM 55-2/3 ARRGp Sup 1.
2. JG 72L and 71H crews were alerted at 0730L/27 Jan 70 that Nail 35 was enroute to Ch 89 with battle damage and would be bailing out. We started engines at 0735L and were airborne and enroute to the controlled bailout area, 300/05/89, at 0740L. We stayed on the 330° radial to avoid being beneath the falling acft or survivor. He ejected at approx 0747L. We saw the acft crash and spotted the parachute; then orbited the survivor at approx 1/2 mile radius while he descended. JG 71 flew to the crash site to ascertain that the site was clear of populated areas. JG 72 dumped fuel while enroute to the area to establish a safe, precomputed hovering wt for hoist operation out of ground effect. We were in an established hover, forest penetrator going down to the survivor, at 0750L. Since he transmitted on his emergency radio that he was in good shape, and we could see him walking beneath the trees, we elected to keep PJs on board. We had him on board at 0753L and landed back at Ch 89 at 0758L. The temp at site was 25°C, press alt +650'. Our hover power 83% and power avail 90%.
3. The survivor was: Capt Norman E. James, [REDACTED] 23 TASS, OLI
4. Jolly Green 72 crewmembers were:
 - AC: Capt D. L. Reeder
 - CP: Capt D. Y. Thompson
 - FE: SSgt J. L. Hartman
 - PJ: TSgt W. E. Lester (Hoist Operator)
 - PJ: Sgt M. J. Howard
 - AP: ALC R. G. Banas (Det 9, 601 Photo Flt)

Donald Y. Thompson (Co-pilot)
FOR DAN L. REEDER, Captain, USAF
Aircraft Commander

atcl #7
AD-70-0342

0825L

42M
541D2

JAN 27 7:18

WITH DOOR HANGING OPEN. POSITION WAS 105/93/89, ENROUTE TO NAKHON.

~~CONFIDENTIAL~~ *****
CONFIDENTIAL

UNCLASSIFIED

FLASH

~~***CONFIDENTIAL***~~

PT 00428

2/2

PHANOM RTAFB AND HE DID NOT ANTICIPATE ANY PROBLEMS. KING 4 MONITORED NAIL 35'S PROGRESS AND THERE WERE NO PROBLEMS UNTIL NAIL 35 TRIED TO LOWER HIS GEAR FOR LANDING. ONE GEAR WOULD NOT LOWER PROPERLY SO HE ELECTED TO EJECT IN THE AREA OF NKP. JG 71, 72 LAUNCHED, CONTACTED NAIL 35, AND OBSERVED HIS EJECTION AT 270047Z. THE JG'S MONITORED HIS DESCENT AND LANDING AND HAD THE SURVIVOR ON BOARD JG 72 AT 270056Z. JG 71, 72 RETURNED TO NKP AND THE MISSION WAS CLOSED WHEN THEY LANDED AT 270100Z. GP-4

~~0051~~

~~NNNN~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
UNCLASSIFIED
DEPARTMENT OF THE AIR FORCE
40TH AEROSPACE RESCUE & RECOVERY SQUADRON (MAC)
APO SAN FRANCISCO 96237
~~CONFIDENTIAL~~



REPLY TO
ATTN OF: 400 (Capt Brown/2687)

January 1970

SUBJECT: Mission Narrative Report #2-3-008-27 January 70

TO: 3 ARRGp (JRCC)
APO 96307

1. [U] This report submitted IAW ARRSM 55-2/3 ARRGp Sup 1.
2. [S] JG 76L and 70H landed at LS 98 (Ch 108) at 0820/27 Jan 70 to assume normal alert. At 0824, JG 76L received a call from King 1 on HF that Cookie 02 had bailed out at 040/68/108 and we were to scramble. Both HG 76 and 70 were abrn at 0825. We were vectored to 020/30/108 where we were advised by King 1 to hold until the SAR area was varified to be safe. After one turn at the holding point Hobo 50 came up UHF to advise us the area was permissive and the weather was clear with a pickup alt and temp of 4500' and 15°C. JG 76 and 70 proceeded to the pickup point for an immediate pickup. JG 76 arrived over the survivor's position at 0905 under Hobo 50's direction. The survivor got on the hoist penetrator under his own power. He was brought aboard the acft and Hobo 50 vectored us out of the area. JG 76 and 70 returned to LS 98 at 1000 where the survivor's facial bruises and wrenched leg were checked by a Flight Surgeon. After the survivor was checked JG 76 and 70 were advised by King 1 to RTB to Ch 70. The mission was unopposed.
3. [U] The survivor was Maj David W. Livingston, 354 TFS
4. [U] Jolly Green 76 crewmembers were:
 - AC: Captain Jerald A. Brown
 - CP: Major Herbert L. Ingram
 - FE: Sgt Haven V. Richardson
 - PJ: Sgt Randall S. Carmichael
 - PJ: SSgt John J. Eldridge
 - AP: Sgt Ronald L. Surratt. (Det 9, 601 Photo Flt)

Classified by 093200
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 03 Dec 1988

**DOWNGRADED TO
CONFIDENTIAL**
IAW EX. ORDER 11-52

Jerald A. Brown
JERALD A. BROWN, Captain, USAF
Aircraft Commander

atcl #8
A0-70-0342
~~A0-70-0333~~
~~A0-70-0012~~

~~GROUP 4~~
~~Downgraded at 3 year~~
~~intervals; declassified~~
~~after 12 years~~

~~CONFIDENTIAL~~

UNCLASSIFIED

12

DATE: 27 JAN 70

4 February 1970

MISSION NUMBER: 2-3-008-27 JAN 70

AIRCRAFT DESIGNATION: KING 1

LOCATION: 040/68/108

DISTRESSED AIRCRAFT: COOKIE 02 (F-105)

SAVES: 1 Combat ✓

Classified by 02 3A2R/
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 61 Apr 76

1. (C) At 0118Z Tiger 23 came up on GUARD channel with, "MAY-DAY, MAYDAY, MAYDAY. Cookie aircraft has taken a hit; we're in a bad area east of Ban Ban. He's punched out! There's a good chute!" A moment later Cookie Lead came up on GUARD and identified the distressed aircraft as Cookie 02. He also confirmed sighting the chute and he and Tiger 23 kept talking on GUARD about where the chute was drifting and going to land. Cookies 03 & 04 held high and then cycled to tanker.

2. (C) We (King 1) had just finished refueling Jolly Green "Buffs" 76 & 70 about 5 minutes before this and they were just landing at Lima 98. Within 30 seconds after we received the Mayday and contacted Tiger 23 on GUARD for details, I was on the radio with Jolly Green 76 and asked him to scramble (with Jolly Green 70) and head for the downed pilot's position (we coordinated this with Jack). Also, we had two ALE's (Hobos 50 & 51) whom we'd just been in contact with five minutes prior during the precautionary escort of Raven 42 into Lima 98 (Raven 42 had taken ground fire at UG 690660, just south of where Cookie 02 had now been hit). These Hobos were about 30 miles NE of Channel 108 and already headed toward the survivor's location. We also asked Jack to get some Sandys to us ASAP.

3. (C) While I was attempting to instruct Hobos 50 & 51 further, I heard them already talking to Cookie Lead and to Tiger 23 who were giving Hobos 50 & 51 their location and vectors to where the survivor was just landing. Position was given by Tiger 23 as 1952N - 10349E, followed by TACAN readout as 040/68/108.

4. (C) I asked all parties to vacate GUARD and come up on UHF SAR primary. I then appointed Hobo 50 as On-Scene-Commander (OSC) because he now had the Cookie Lead and Tiger 23 aircraft in sight. I had intended to have the two Hobos, whom I was advised were Sandy qualified, meet Jolly Green's 76 & 70 enroute and escort them in, but by the time I raised them they were only about 20 miles out of the SAR point and (as stated) already working with Tiger 23 and Cookie Lead, who were circling the survivor. Also, Raven 49 reported in the area to help as necessary and then Ethan provided us with Barracuda and Calico flights for RESCAP if needed.

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 3 year intervals.
Declassified after 12 years.

~~CONFIDENTIAL~~

UNCLASSIFIED

5. (C) When the two Jollys reached a point about 030/45/108, we instructed them to hold and orbit until a definite determination could be made with Cricket and the Hobos that the route into and area around the SAR area was safe.

6. (C) At 0146Z, just after we told Jolly Green 76 & 70 to hold, Hobo 50 sighted the survivor and was in voice contact with him. Shortly thereafter we were asked to bring the Jollys in for pickup, after being assured the area was clean of any "bad guys." At this time Goose flight arrived and checked in, if needed.

7. (C) Pickup was completed, without incident, by Jolly Green 76 at 0210Z and we then instructed the forces to egress on a heading of 240° and we'd vector them home. Hobos 50 & 51 escorted the choppers to within 10 miles of Lima 98, where Jolly Green 76 & 70 landed at 0320Z to give the survivor medical attention by a doctor. After the pickup was made and egress from the area was assumed, we called Jack and suggested release and RTB of Jolly Green's 71 & 72 and Sandy's 1 thru 4, all of whom had been launched earlier out of Channel 89 by Jack and by now were well enroute towards our general area. We then released all fast-mover resources.

8. (C) Soon after Jolly Green 76 delivered the survivors to L-98 for medical evaluation, they advised us he was generally OK, but had a wrenched knee and abrasions. At approximately 0400Z the two Jollys departed Lima 98 for Channel 70 with the survivor aboard Jolly Green 70. Moving him to Jolly Green 70 was a precautionary move by the Jollys based on the Jolly Green 76 pilot's earlier statement (while enroute to Lima 98) that he felt something was wrong with his aircraft, although while on the ground at 98 nothing was apparently found wrong. We rendezvoused with Jolly Green 76 about 35 miles south of 98, topped off their tanks and then returned to our normal orbit point, after escorting them across the fence (Jolly Green 76 had found it necessary to jettison his external fuel tanks in the latter phase of his pickup of Cookie 02 due to what he felt was a loss of power, so refueling was required).

9. (C) Forces Utilized:

SAR

Jolly Green 76/70

Hobo 50/51

Jolly Green 71/72 (launched from

Sandys 1 thru 4 (launched from Ch 89)

RESCAP

Cookie Lead, 03, 04

Tiger 23

OTHER

Raven 49

Classified by 0230226
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Dec 76

~~CONFIDENTIAL~~

Doc



40th AERSO HLT, JAN-MAR 1970

Crew of Buff on 27 January 1970 (#2). Standing from left:
Sgt H. V. Richardson (PS), Sgt R. L. Surratt (AP), Capt
J. A. Brown (AC), Major H. L. Ingram (CP). Kneeling from
left: SSgt J. J. Eldridge (PJ), Sgt R. S. Carmichael (PJ).

27 JAN 70 #2



40th MEDICAL BATT, JAN-MAR 1970

Crew of Buff on pick up on 27 January 1970 (#1). Standing from left: Capt. D. Y. Thompson (CP), SSgt J. L. Hartman (FE), Capt. D. L. Reader (AC). Kneeling from left: TSgt W. E. Lester (PJ), ALC R. G. Barnes (AP), Sgt M. J. Howard (PJ).

FILE

27 JAN 70

39

4201
54102

CONFIDENTIAL

A L *

~~SUSPECTED DUPLICATE~~

1st Run
JAN 27 7:37

[illegible]

DECLASSIFIED BY D2 3444
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS.
DECLASSIFIED ON 21 Aug 6

ST

1. RESCUE OPENING/CLOSING REPORT, 27 JAN 70

2. 100-804-274A-79

3. COOKIE 02 A. TACTICAL B. CLASSIFIED C. CAMOUFLAGED/591772/E105
 ID. USA E. USAF/333TFS F. MAJOR DAVID W. LIVINGSTON G. 1 BB H.
 USAF STANDARD I. KING J. 270121Z 5. SE 6. 4/HH53/40ARRS/ 4/A1E/56
 50K 1/HC130P/39ARRS/AT 270121Z 7. JG 70. 76 LAUNCHED AT 270125Z SAND-
 YS B THRU 4 LAUNCHED AT 270148Z KING 1 DIVERTED TO AREA AT 2701
 21Z B. 2000N 10341E 9. A. B. C. NOT A FACTOR 10. 0L-2. 3ARRGP MAJOR
 P.O. JOLIANE CAPT C.A. ANDERSON. TSgt. R.A. LINCK. SGT G.R. MEREDITH
 11. 5650W 12. COOKIE 01/270129Z 2000N 10341E 13. 40ARRS/HH53C/FOREST
 PENETRATOR/270212Z 14. 1/1/1/1/0/0 15. TAKEN TO FORWARD OPERATING
 LOCATION 16. 4/4. 3/40ARRS/HH53/ 6/11. 2/5650W/A1E/ 1/E. 9/39ARRS/HC130P
 17. A. 070/0/0/0/NOT AVAIL/0/0/0 B. 0/0/0/0/NOT AVAIL/0/0/0 18. A.
 CREW MAKING SAVE. AC BROWN. JERALD A. CAPT. CP INGRAM. HERBERT L. MAJ.
 FE RICHARDSON. HAVEN V. SGT. RS CARMICHAEL. RANDALL L. SGT. RS

ELDRIDGE, JOHN J. SGT. AP SURHATT, RONALD L. SGT. ALL ASSIGNED TO
40ARRS EXCEPT SURHATT IS ASSIGNED TO DET-9, 601ST PHOTO FLIGHT. B.
PERSONNEL SAVED: LIVIN STON, DAVID W. MAJOR, 333TFS, USAF 19. H. ARRS
CREDITED WITH 1, USAF COMBAT AIRCREW MEMBER SAVE. RS WAS
NOT DEPLOYED. NO AIR REFUELINGS

CONFIDENTIAL ***

Flash

~~UNCLASSIFIED~~

~~CONFIDENTIAL~~

~~SUSPECTED DUPLICATE~~

FLASH

PT 00439

2/2

WERE ACCOMPLISHED. AT 270121Z, KING 1 REPORTED COOKIE 02 WAS
EJECTING AT POSITION 040/68/108. JG 70,76 ON ALERT AT A FORWARD OPER-
ATING LOCATION WERE IMMEDIATELY LAUNCHED AS WERE 4 SANDIES AT NKP.
COOKIE LEAD WAS IN THE AREA OF THE SURVIVOR AND ESTABLISHED VOICE
CONTACT AT 270129Z. ALSO HOB0 50/51 (BOTH SANDY QUALIFIED) WERE IN THE
AREA AND HOB0 50 WAS DESIGNATED ON SCENE COMMANDER. JG 71,72 LAUNCHED
FROM NKP AT 270205Z FOR BACKUP. NO HOSTILE ACTIVITY WAS ENCOUNTERED AND
HOB0 50 ELECTED TO BRING THE JOLLY GREEN'S IN FOR A PICK-UP. JG 76 HAD
THE SURVIVOR ON BOARD AT 270212Z. THE SURVIVOR WAS REPORTED TO HAVE
A WRENCHED KNEE AND A FEW SCRATCHES BUT IN GOOD CONDITION OTHERWISE.
HE DID NOT KNOW IF HE HAD BEEN DOWNED BY GROUND FIRE OR NOT BUT HE
HAD LOST COMPLETE CONTROL OF THE AIRCRAFT PRIOR TO BAIL-OUT. THE
MISSION CLOSED AT 270303Z WHEN JG70,76 LANDED AT FORWARD OPERATING LOC-
ATION.

BT
#0050

~~CONFIDENTIAL~~

~~SECRET~~

UNCLASSIFIED

The helicopter had gone down the previous morning, but because of inclement weather and hostile troops in the area, a rescue could not be effected that day. ^{49/}

(U) The S-1 force arrived on station early in the morning but because of an overcast had not been able to effect a rescue. ^{50/}

(U) About 1215L, a large enough hole developed near the area and an initially unidentified Army helicopter slipped down under the overcast and through some professional low-level flying managed to progress to the survivor's location. An uneventful pickup was then completed. The rescue helicopter's call sign turned out to be Banshee 75 and was a Huey type helicopter. ^{51/}

(C) Another rescue effort for the month was conducted 22 January for Zorro 16 in Steel Tiger north area. The A-1 went down as a result of taking an automatic weapons hit while on a strike mission against a truck part. ^{52/}

(C) The resultant smoke and fire forced the pilot to abandon the aircraft. He landed on a karst formation and was picked up shortly thereafter without any difficulties. ^{53/}

(S) On 27 January, a successful rescue was conducted for Cookie 02, an F-105 which suffered battle damage in the BARREL ROLL. ^{54/}

(S) The survivor was located just east of Route 61 approximately four kilometers south of Twin Fords. No particular problems were encountered in the rescue. ^{55/}

~~SECRET~~

UNCLASSIFIED

371

75

39th ARRSq History, Jan - Mar 70 SUPPORTING DOCUMENT 3

DATE: 28 JAN 70

10 February 1970

MISSION NUMBER: 2-3-009-28 JAN 70

AIRCRAFT DESIGNATION: KING 3

DISTRESSED AIRCRAFT: SEABIRD 02 (F105) JOLLY GREEN 71 (HH-3)

LOCATION: 065/78/89 (1750N 10552E)

SAVES: None

1. (S) At 1340L, King 3 was scrambled from Udorn to assist King 2 working the Seabird 02 mission. 1421L, King 3 arrived in the area and was told to hold 090/30 - 50/89. King 2 briefed King 3 about the mission and later determined that a holding point for the SAR forces would be 055/30 - 60/89. King 3 controlled Jolly Green 09, 19, 70, 71, 72, 77, Sandy 5, 6, and Beaver 40, 41, 42, 43.

2. (S) 1430L, King 3 commenced refueling Jolly Green 09 with Jolly Green 19 in trail. 8000 feet was the agreed on altitude with the remaining Jollies and Sandies holding at about 9500 feet in trail with King. The refueling heading was 275° and starting point of 055/60/89. About 1440L, Jolly Green 09 was topped off and King 3 made a 360° turn since Jolly Green 19 was unable to keep up with King 3 even though the airspeed was only 101 kts. While King 3 was attempting to join on Jolly Green 19 at 1448L a MIG 21 attacked and shot down Jolly Green 71. Sandy 5 verified that it was Jolly Green 71 also that it was a MIG 21 as Jolly Green 72 saw the fighter. Neither Sandy 5 & 6 nor Jolly Green saw any chutes or heard a beeper. Jolly Green 72 reported that the airplane blew up in the air and that there couldn't possibly be any survivors. King 3 ordered all forces to get down and commenced evasive action by descending to approximately 200 to 300 ft AGL and making frequent and rapid turns. The refueling hoses were ordered retracted, however they were slow retracting and had to be recycled. 1450L, Jolly Green 72 reported that the MIG was again making a run on him; Sandies were attempting to maneuver to a firing position. 1451L, right-scanner reported an unidentified fastmover at our 5 o'clock position, believed to be a MIG. About this same time King 3 lost the refueling drogues. 1452L another air craft reported a MIG making a firing pass on him, and King 3 stated that a MIG CAP was now in the area.

3. (G) When the MIG attacked, King 3 requested a MIG CAP from Invert and from Jack.

4. (G) About 1454L King 3 requested a check in of all SAR forces and eventually accounted for all except Jolly Green 71. 1503L, King 3 RTB'd all forces to NKP, controlling these forces until they were safely across the "fence".

GROUP-4

Downgraded at 2 year intervals.
Declassified after 12 years.

SECRET

UNCLASSIFIED

3ARRGp Hist., Jan-Mar 1970

17

Combat and Non-Combat Saves

(U) The units subordinate to 3ARRGp were responsible for 51 combat saves and 35 non-combat saves for a total of 86 saves for the quarter.⁴ The total number of saves since 1 December 1964 is 2961: 2041 combat and 920 non-combat.

3ARRGp Flying Hours

(U) 3ARRGp units flew a total of 8764.6 hours during the quarter.⁵

Aircraft Loss

(S) (GP-4) On 28 January 1970, an HH-53B, SN 66-14434, assigned to the 40ARRSq, Udorn RTAFB, Thailand, was lost after being shot down by a MIG-21. The "Jolly Green" was orbiting across the Laotian-North Vietnam border north of the DMZ awaiting a pick-up attempt of the crew of a F-105 downed north of Mu Gia Pass. At the time, MIGs were reportedly in the area, and MIGCAP was called for. About 20 minutes after the MIG alert, the high "Jolly Green," flying cover for the low bird, saw a rocket pass beside his aircraft and strike the low "Jolly Green". The aircraft disintegrated, and the burning wreckage was observed falling to earth. There are no known survivors among the six crewmen.

Standardization

(U) Captain Arthur W. McCants, Jr. replaced Major Maxie L.

4. Appendix 2 lists the number of saves for each month of the quarter.

5. Appendix 3 lists the flying hours by airframe for each month.

SECRET

~~SECRET~~

UNCLASSIFIED
13

216

40th ARESQ HIST, JAN-MAR 1970

On 28 January 1970 Captain Hally G. Bell and his crew of five were shot down by a MIG 21. Captain Bell, aircraft commander of Jolly Green 71 was orbiting across the Laotian-North Vietnam border north of the DMZ awaiting a pick up attempt of the crew of an F-105 downed north of Ngia Pass. The area had been looked over by the On Scene Commander and he reported that one of the pilots had not been seen or heard from. The other pilot had come up on beeper but his parachute had been removed from it's first reported position and he had been seen being marched up a road by the hostile forces. No further contact was made with either pilot and the On Scene Commander decided to RTB¹⁷ the forces. This decision was countermanded however, by higher authority. About the same time MIGs were reported to be in the area. MIG Cap was called for at the beginning of the SAR¹⁸ but had never arrived. About 20 minutes after the MIG report, Lt Col C. A. Shipman, flying high bird for Captain Bell, saw a rocket pass beside his aircraft and strike JG71. The aircraft disintegrated and the burning wreckage was observed. All SAR forces dove for the ground, took evasive action and returned to NKP. Jolly Green 71's position when shot down was 18°08'N 105°33'E, just across the border of North Vietnam.

~~SECRET~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

28 January 70

SENIOR MASTER SERGEANT WILLIAM D. PRUETT and MASTER SERGEANT WILLIAM C. SUTTON. Anti-aircraft guns shoot down an F-105 fighter-bomber along the border Between North Vietnam and Laos. It is one of the first aircraft losses since the bombing halt ordered by President Johnson, fifteen months prior. Sergeant's Pruett and Sutton are TDY to an HH-53 unit in Thailand, and are crewmembers on one of the HH-53s launched to effect the recovery of the F-105 crew. The mission is deep in enemy territory; and often the forces penetrate North Vietnamese airspace. This does not go unnoticed by communist ground radar controllers who launch at least one Soviet Mig fighter against the intruders. Although U.S. airborne radar control aircraft are aware of, and broadcast the MIG's presence, little concern is rendered by the overwhelmingly superior American force. The North Vietnamese Air Force is not known for brazen acts of courage. But this is not a typical Mig fighter pilot. Hugging the lowlands and valley of the mountainous region, he skillfully conceals himself in adverse weather and slips through the American protective combat screen. He launches first one air-to-air missile that misses Pruett's and Sutton's aircraft, then, immediately, another one. It impacts, bringing the huge helicopter down. The six-man crew is lost. This is believed to be the first time a helicopter is brought down by an air-to-air missile during the Vietnam War. *Source = 50 years*

Jolly Green 71 crew was A/C Captain Holly Bell, C/P Captain Leonard Leeser, FE Sgt William Shinn, PJ's SMSgt William Pruett and TSgt William Sutton, Photographer Sgt Gregory Anderson

Jolly Green 71

70/01/28 HH-53B 66-14434 40th ARRS Udon

Capt Holly G. Bell Pilot KIA/BNR
Capt Leonard C. Leeser Copilot KIA/BNR
SMSgt William D. Pruett PJ KIA/BNR
TSgt William C. Sutton PJ KIA/BNR
Sgt William C. Shinn Flt Eng KIA/BNR
Sgt Gregory L. Anderson Photographer KIA/BNR

The Jolly Green website also has a list of all HH-3 and HH-53 losses in Southeast Asia. From this list, you can get the names of the crew on Jolly Green 71 by looking at the HH-53 loss on 28 Jan 1970.

You can then go to <http://www.scopesys.com/anyday> and enter Jan 28. After some notable events in world history are listed, you will find a section listing MIAs for that day. The crew of JG 71 is listed, along with the F-105 crew that was the object of the SAR, Seabird 02. The F-105 crew, although having ejected safely, never made it into the POW system.

The events described here took place in North Vietnam north of Mu Gia pass. Seabird 02 was down in the foothills along the route structure leading north out of Mu Gia. Jolly Green 71 was northwest of this area in the high terrain along the border of Laos and North Vietnam.

An interesting note is that the two sets of coordinates given for the crash site of JG 71 do not agree. The Lat-Longs given are N 180200 E 1053300 which puts the crash site inside Laos. The UTM coordinates of WF 582048 move the crash site north, into North Vietnam.

Play Jolly Green 71 Shootdown Tape (9:28) RealAudio

Seabird 02 SAR

Jolly Green 71 Downed by MiG 21

28 Jan 70

(tape courtesy of Tom Stump, Sandy pilot)



Would be nice to get inputs from those who were in the flight, both from the Jolly Green side and from the Sandys.

Input from Jim 'Jink' Bender (Sandy 04):

I didn't hear Tom Stump's tape but I do have my own copy. I checked my log book and the date is correct.

I was one of the Sandy wingmen, Sandy 04. It was a bad day all around. The SAR was for SeaBird 02 and the shootdown location was in North Vietnam. While Sandy 01 was ascertaining the exact location and condition of survivors he had a SAM fired at him. SA2 as I recall. I think **Capt. John Dyer** was Sandy 05. Sandy's 5 & 6 were escorting a formation of 4 Jolly's (70, 71, 72, & 77). They had arrived from the West Northwest at about 10,000 ft. Jolly 19 (I think) was the primary low helicopter and he decided to refuel early. A C-130, King 03, and the Jolly 19 headed a ways west at about 7,000 ft to conduct the refueling and I went along to provide cover. We were all holding west along the border in Laos, waiting to see how things were going to transpire.

We were receiving several Mig calls but none of us were familiar with the reference point, CRAB, used by the radar guys. After listening to the tape someone reports that the Mig position is some 15 Miles north of us. Anyway, shortly thereafter, people started yelling "Migs!" and Jolly 71 disappeared in smoke. King 03 dropped his tanks and headed west into the weeds and the now disconnected refueling Jolly 19 did the same. Apparently two Migs made one pass through the holding helicopter formation and escaped to the North. Jolly 72 was in loose trail with Jolly 71 when the missile and Mig passed them on the right and hit Jolly 71.

Well, it was chaos after that!! Everyone in the SAR force was headed west at this time to RTB. My notes say that Sandy 01 was unable to contact any SeaBird 02 survivor. My tape is from the cockpit of Jolly 72 whose Aircraft Commander was reported to be **LTC Shipman**. My notes also show the AC of King 03 was **Lt. Casey Quinn**, USCG. I can't remember who was piloting Sandy 01, 02, 03, or 06.

Jolly Green 71

70/01/28 HH-53B 66-14434 40th ARRS Udorn

Capt Holly G. Bell Pilot KIA/BNR
Capt Leonard C. Leaser Copilot KIA/BNR
SMSgt William D. Pruett PJ KIA/BNR
TSgt William C. Sutton PJ KIA/BNR
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Play Jolly Green 71 Shootdown Tape **(9:28) RealAudio**

Robert LaPointe

From: Udo Fischer [ucfischer@zianet.com]
Sent: Monday, July 21, 2003 2:05 PM
Subject: Jolly 71 Sandy Tape (uf

Found an envelope in my files about the downing of JOLLY 71, 28 Jan 1970. The envelope from former Sandy Pilot Tom Stump contained two written pages (see below) and a tape taken by a Sandy. I could burn tape copies for those who want one. udo

Tom Stump's address in 1998 was: 16 Flyway Drive, Newton Square, PA 19073

(the following was scanned from two pages)

Seabird 02 SAR
Jolly Green 71 Downed by MiG 21

28 Jan 70
(tape courtesy of Tom Stump, Sandy pilot)

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3/11/98

Robert LaPointe

From: Charles Spears
Sent: Wednesday, February 06, 2002 9:17 AM
To: rlapointe@gci.net
Subject: 28 Jan 1970

28 Jan 1970

Your report on above date mentions the bravery and sleuth of the N. Viet Pilot who shot down an HH-helicopter. There are a few discrepancies. Brave, I believe he is or was. However, the only reasons his attack was successful were due to mistakes and non-communication on our part. Another snafu in the Viet Nam story. I was a Comm/Nav technician sitting in a helicopter on the ground at NKP, Thailand working on a problem of some type. On ground power, I had all the radios on as a general principal. Suddenly over the headsets came a call, "Bogey 250 miles out and coming in." This call continued every 25 or 50 mile closure points, I have forgotten which. The problem, coordination from "Command Center" and the participating parties, the airmen directly involved was awry.

1. The radio frequency the Aircraft Command And Control Radar airman was broadcasting on was not the same frequency the SAR party had been assigned to monitor.
2. The C-130 with several Sandys and the rescue Helicopters were approaching the rescue sight in complete assurance of safety. There was always a MIG CAP, a flight of F4's above them for absolute protection. The problem, the F4's were still flying up and down the North Vietnamese border waiting on permission from the Command Center to cross it.

No doubt after firing his missiles and securing one kill, the NVN pilot felt his luck had run out for he swung around and headed North as fast as possible. He also thought the MIG Cap was present and that he had slipped through it. In actuality, had he stayed around, it would have been like a turkey shoot for him.

I find your site very interesting and informative. I hope this helps to some degree.

Retired Msgt. C.R. Spears

56 SOW

Jan - Mar 70

K-WG-56-HI

28 JAN 70

~~SECRET~~

UNCLASSIFIED

22

(U) The final rescue effort for January was conducted the following day for Seabird 2A/B, who had ejected near the North Vietnam border.^{56/}

(U) Upon arriving at the scene, Sandy 01 vectored to Bravo's chute by Seabird 1 and immediately began trying to raise the survivor on voice. However, the only signal received was a steady beeper.^{57/}

(U) According to Seabird 1, Alpha had landed near the main road in the area. Sandy 01 observed much truck traffic on the road and saw two trucks stopped near the presumed position of Alpha. However, at no time did he see the chute or hear the beeper from Alpha.^{58/}

(U) After about an hour of searching, Sandy 01 saw Bravo's chute moving. Upon closer inspection he was fired upon by 20-30 uniformed individuals.^{59/}

(U) About this same time, Sandy 02 was given instructions by SEABIRD 1 to use evasive maneuvers; thus avoiding a hit by a SAM. The Sandys jettisoned all ordnance and left the scene.^{60/}

(U) During the trip back to NKP, Jolly Green 71 was hit by an air-to-air missile fired by a MIG and was destroyed. The Sandys followed the aircraft down but saw no survivors. KING 02 then issued instructions for all SAR aircraft to return to base.^{61/}

(S) Only two rescue efforts were conducted during February. The first was on 6 and 7 February for Milestone 516. The aircraft, an A-6, from the Carrier USS Ranger was striking targets in the

~~SECRET~~

Name: John Cody finlaw@harbornet.com

Website:

Referred by: Just Surf'd On In

From: Gig Harbor, WA.

Time: 1999-03-03 21:57:21

Comments: Re: SEABIRD 02 SAR and mission tape of Jolly Green 71 downed by MIG 21. I flew Jollies with the 40th ARRS out of Udorn, Thailand. Crews of JG 71, 72, 70 & 77 were all squadron members. Capt Holly Bell, Aircraft Commander of JG 71, was my hootch-mate and a best friend. A most tragic day. I will never forget it. I was the Aircraft Commander of either JG 70 or 77 on that mission. JG 70 and 77 joined the SAR effort from our alert position at Lima 98 in the Barrel Roll. We were preparing to take gas from the HC-130 tanker (King 03) as soon as the HH-3's finished refueling when the MIG engaged the SAR force, pickled his missile, and downed JG 71. JG 71 and 72, as I recall, were TDY out of NKP where we rotated the alert of two HH-53 crews from our home base in Udorn. I had no idea I could jink a chopper that hard and that fast in the trees! I would like to hear from fellow Jollies and Sandies who participated in the mission. Nice site guys. Thanks for preserving the memory of this last call of our brave comrades-in-arms who crewed Jolly Green 71 on that tragic day, January 28, 1970.

fire impacting on a critical component causing an unbalanced condition or failure leading to a severe beat or vibration.

Tail No.: 65-07937 Model: UH-1F Date of Loss: 13 Apr 69 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Pleiku, SVN Call Sign: Green Hornet

Pilot: James O. Lynch (27W-75)

Notes: Shot down by ground fire attempting to extract a reconnaissance team. Captain Lynch was killed by hostile ground fire.

Tail No.: 59-1562 Model: HH-43 Date of Loss: 19 Jul 69 Unit: 38th ARRS, U-Tapao RTAFB
Country of Loss: Thailand Call Sign: Maple 02

Pilot: Warren K. Davis (20W-18)
P.J.: Harry Cohen (02E-40)

Notes: flying SAR for burning B-52 at U-Tapao, B-52 exploded causing the helicopter to crash.

Tail No.: Model: HH-53 Date of Loss: 5Dec 69 Unit: 40th ARRS, NKP, THA
Country of Loss: Laos Call Sign:

PJ: David M. Davison (15W-27)

Notes:

Tail No.: 66-14434 Model: HH-53B Date of Loss: 28 Jan 70 Unit: 40th ARRS,
Country of Loss: NVN Call Sign: Jolly Green 71

Pilot: Holly G. Bell (14W-73)
Co-Pilot: Leonard C. Leaser (14W-75)
Flight Engineer: William C. Shinn (14W-77)
P.J.: William D. Pruett (14W-76)
P.J.: William C. Sutton (14W-77)
Other: Gregory L. Anderson (Photographer) (14W-73)

Notes: hit by missile fired from MIG during SAR for SEABIRD 02 (F-105G). The Mig-21 was piloted by Vu Ngoc Dinh who then had 6 total kills. He was with the 921st Flight Regiment.

Tail No.: 64-15491 Model: UH-1P Date of Loss: 14 Mar 70 Unit: 20th SOS, Ban Me Thuot
Country of Loss: Duc Lap, Quang Duc, SVN Call Sign: Green Hornet

Pilot: Dana A. Dilley (13W-126)

JENKINS POBS TRACHEOTOMY

0 FEB 1 5 3 12

[illegible]

Classified by 22 30849
 SUBJECT TO GENERAL DECLASSIFICATION
 SCHEDULE OF EXECUTIVE ORDER 11652
 AUTOMATICALLY DOWNGRADED AT TWO
 YEAR INTERVALS.
 DECLASSIFIED ON 31 Dec 76

A1
7-

CONFIDENTIAL/JOPREP JIFFY/OL-2, 3ARRGP RESCUE/015/311310Z JAN 70.
1. RESCUE OPENING/CLOSING REPORT 31JAN 70
2. 2-3-010-31 JAN 70
3. INJURED THAI SOLDIER/MEDICAL EVACUATION A-H SE
4. 902 AEROMEDICAL EVACUATION SQ. DON MUANG RTAFB 31/1220Z; UDORN RCC
5. SE 6. 1/HH3E/DET1 40ARRS/31/1242Z 7. JG 09 LAUNCHED AT
31/1310Z 8. 1658N 10359E 9. A-C. NOT A FACTOR 10. OL-2 3ARRGP;
MAJOR RICHARD O. JULIAN, CAPT CHARLES H. COLE 11. NONE 12. JG 09;
31/1410Z/1658N 10359E 13. DET 1 40ARRS /HH3E/LANDING/31/1410Z.
14. 1/2/1/1/0/0/ 15. TAKEN TO UDORN RTAFB MEDICAL FACILITY, THAILAND
16. 1/3.0/DET 1 40ARRS/MH-3E 17. A. 0/0/0/0/NOT AVAIL/0/0/1
B. 0/0/0/0/NOT AVAIL/0/0/0 18. A. CREW MAKING SAVE: RCC GARRETT,
LEWIS E. MAJ 37ARRS, CP MARTIN, ROBERT M., MAJ. 40ARRS, FE POPE,
THAYER D., SSGT, DET 1 40ARRS, RS JENKINS, PAUL L., MSGT, DET 1,
40ARRS. B. SOMRIT NAMSORN, THAI ARMY SECURITY POLICEMAN. 19. H. ARRS
CREDITED WITH 1 FOREIGN NATIONAL NON-COMBAT, NON-AIRCREW MEMBER SAVE.
NO AIR REFUELING, RS WAS NOT DEPLOYED. THE 902ND AEROMEDICAL
EVACUATION SQUADRON AT DON MUANG RTAFB REQUESTED, AT 31/1220Z, THE

PAGE 3 RHMUABA0199 ~~C O N F I D E N T I A L~~
EVACUATION OF A THAI ARMY MAN WITH SEVERE HEAD INJURIES FROM CAMP
HOUEY THAILAND TO UDORN RTAFB. APPROVAL FROM JRCC WAS OBTAINED AND
JG 09 WAS ALERTED AT 31/1242Z AND WAS AIRBORNE 31/1310Z. JG 09
PICKED UP THE INJURED MAN 31/1410Z ALONG WITH ANOTHER THAI ARMY

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IMMEDIATE

CONFIDENTIAL

PT 00108

MAN. THE INJURED MAN WAS DELIVERED TO AWAITING UDORN HOSPITAL PERSONNEL AT 1500Z. WHILE ENROUTE THE PARARESCUE CREW MEMBER, MSGT JENKINS, PERFORMED A TRACHEOTOMY IN ORDER TO KEEP THE PATIENT ALIVE. DR. MEEK, AN AIR FORCE SURGEON, STATES THE MISSION WAS NECESSARY TO SAVE THE PATIENTS LIFE, BUT, ALTHOUGH THE PATIENT IS STILL ALIVE, HE HAS LITTLE HOPE FOR HIS ULTIMATE SURVIVAL. DR. MEEK ALSO VOLUNTEERED HIS OPINION THAT THE TRACHEOTOMY PERFORMED BY MSGT JENKINS WAS A BEAUTIFUL JOB. THE PATIENT WAS INJURED IN A MOTORCYCLE ACCIDENT AND HAS SEVERE BRAIN DAMAGE.

BT

#0199

NNNN#

3/2